



SYNOPSIS.

CHAPTER I—Her father and mother were killed when the Dunraven was destroyed by a submarine. Carolyn May goes to live with her uncle, Joseph Stagg, at the Corners. The reception of herself and her mongrel cur by her uncle and his housekeeper, Aunt Rose Kennedy, is not very enthusiastic.

CHAPTER II—Aunt Rose rules the house with an iron hand, but is not unkind to the child.

CHAPTER III—Stagg learns from a letter from a New York lawyer that the child has been left practically penniless. Carolyn's sunny disposition begins to make an impression on the stern housekeeper.

CHAPTER IV—Carolyn makes the acquaintance of Jeddiah Parlow, with whom her uncle has not been on speaking terms for years.

CHAPTER V—She learns of the engagement between her uncle and his one-time sweetheart, Amanda Parlow, and the cause of the bitterness between the two families.

CHAPTER VI—The mongrel wins the approval of the entire population by routing a tramp in the act of robbing the school teacher.

CHAPTER VII—While Carolyn and her uncle are taking a Sunday walk in the woods they encounter Amanda Parlow. The dog kills a snake about to strike Amanda and Stagg and Amanda speaks to each other for the first time in years.

CHAPTER VIII—Carolyn is told by her uncle's clerk, of the difficult condition in which she was left by her parents. She learns that she is really loved by her uncle and Aunt Rose.

(Continued from yesterday)

"A mighty plucky youngster, this Carolyn May of ours," Uncle Joe remarked. "What do you say, Aunt Rose?"

"She is, indeed, Joseph Stagg," agreed the woman.

Carolyn May insisted on going to the Parlow house herself after school the next afternoon to inquire about her "sailor man."

When she had been kissed by Miss Amanda, and Prince had lain down by the kitchen range, the little girl demanded:

"And do tell me how my sailor man is, Miss Mandy. He got such a bump on his head!"

"Yes, the man's wound is really serious. I'm keeping him in bed. But you can go up to see him. He's talked a lot about you, Carolyn May."

The sailor lay in the warm bedroom over the kitchen.

Carolyn May prattled on gaily and soon had her "sailor man" telling all about the sea and ships, and "they that go down therein."

"For you see," explained Carolyn May, "I'm dreadful curious about the sea. My papa and mamma were lost at sea."

"You don't say so, little miss!" exclaimed the old fellow. "Aye, aye, that's too bad."

Miss Amanda had disappeared, busy about some household matter, and the little girl and the sailor were alone together.

"Yes," Carolyn May proceeded, "it is dreadful hard to feel that it is so."

"Feel that what's so, little miss?" asked the man in bed.

"That my papa and mamma are really drowned," said the little girl with quivering lips. "Some of the folks on their boat were saved. The puppers said so."

"Aye, aye!" exclaimed the sailor, his brows puckered into a frown. "Aye, aye, matey! that's allus the way. Why, I was saved myself from a wreck. I was in the first officer's boat, and we in that boat was saved. There was another boat—the purser's, it was—wasn't it? about all night with us. We came one time near smashin' into each other and wreckin' both boats. There was a heavy swell on."

"Yet," pursued the sailor, "come daylight, and the fog splittin', we never could find the purser's boat. She had just as good a chance as us after the steamship sunk. But there it was! We got separated from her, and we was saved, whilst the purser's boat wasn't never heard on again."

"That was dreadful!" sighed the lit-

SHIP BUILDING ON DELAWARE ONE OF THE MARVELS OF WAR

(By Associated Press)
PHILADELPHIA, Sept. 25.—Shipbuilding, under the spur of the German submarine menace, has made

can tell you, Mr. Stagg, that I think you should know."

The big rocking-chair by the window, in which Miss Amanda's mother had spent her waking hours, was now occupied by the sailor.

"This is the little girl's uncle, Benjamin," Miss Amanda said quietly. "He will be interested in what you have already told me about the loss of the Dunraven. Will you please repeat it all?"

"The Dunraven?" gasped Mr. Stagg, sitting down without being asked.

"Hannah—"

"There is no hope, of course," Amanda Parlow spoke up quickly, "that your sister, Mr. Stagg, and her husband were not lost. But having found out that Benjamin was on the steamer with them, I thought you should know. I have warned him to be careful how he speaks before Carolyn May. You may wish to hear the story at first hand."

"Thank you," choked Joseph Stagg. He wanted to say more, but could not.

Benjamin Hardy's watery eyes blinked, and he blew his nose.

"Aye, aye, mate!" he rumbled, "hard lines—for a fact. I give my testimony for the consul when we was landed—so did all that was left of us from the Dunraven. We bein' an unlettered man, they didn't run me very close. I can't add much more to it."

"As I say, that purser's boat your sister and her sickly husband was in had just as good a chance as we had. We high bumped into each other soon

after the Dunraven sunk. So, then, we pulled off away from each other. Then the fog rolled up from the African shore—a heap o' fog, mate. It sponged out the lamp in the purser's boat. We never seen no more of 'em—nor heard no more."

"And were Hannah—were my sister and her husband in that boat?" queried Mr. Stagg thoughtfully.

"I am sure, by the details Benjamin has given me," said Miss Amanda softly, "that your sister and Mr. Cameron were two of its passengers."

"Well, it's a long time ago, now," said the hardware dealer. "Surely, if they had been picked up or had reached the coast of Africa, we would have heard about it."

"It would seem so," the woman agreed gently.

"You never know what may happen at sea, mister, till it happens," Benjamin Hardy declared. "What became of that boat—"

He seemed to stick to that idea. But the possibility of the small boat's having escaped seemed utterly preposterous to Mr. Stagg. He arose to depart.

Miss Amanda followed the hardware dealer to the outer door.

"I'm sorry," she said simply.

"Thank—thank you," murmured Joseph Stagg before she closed the door. He went on to town, his mind strangely disturbed. It was not his sister's fate that filled his heart and brain, but thoughts of Miss Amanda.

She had deliberately broken the silence of years! Of course, it might be attributed to her interest in Carolyn May only, yet the hardware dealer wondered.

(To be Continued)

Philadelphia, for the second time in American history, a "cradle of liberty." Fostered by the natural advantages of the Delaware river, together with proximity to the nation's steel production centers, the country's largest group of shipyards, including the world record making Hog Island plant, has grown up in the home district of the Pennsylvania metropolis.

In this district are employed more than 100,000 shipworkers, one-fourth the enrollment in the industry throughout the United States, whose output to date is fifty vessels, twenty-seven of them ready for service. Vessels of all types, from 3500-ton wooden steamers to huge steel freighters of 12,000 tons, are produced. The influx of workers has overrun a score of communities, forcing the building of seven new towns, yet the cry is for more men and more men. Given a sufficiency of materials and the works to handle them, the "Philadelphia phenomenon" in ship construction promises to become another world's wonder.

In this region the Emergency Fleet Corporation, through the companies carrying on its work, has undertaken an extensive housing project. At Bristol, Chester, Cornwall and Hog Island in Pennsylvania, at Camden and Gloucester on the New Jersey side and at Wilmington in Delaware, homes, boarding apartments, barracks, boarding houses and even a hotel have been erected, with the hope of solving the problem of inadequate labor growing out of poor accommodations.

How the yards on the Delaware have expanded in the past eleven months and what the influx of labor means to the communities along the river is indicated by comparison with the census of last October, when the aggregate of men engaged was less than 25,000. Excluding Cramps and the New York Shipbuilding Corporation, which were then working as completed yards, the nine other plants on the Delaware then reported 12,000 workers.

More than half the present force of shipbuilders has been recruited from outside the district, so that the population growth from this source alone has been double that of any normal year. At Bristol, 25 miles above Philadelphia and beyond the confines of the previously accepted shipbuilding zone, workers at the Merchant plant now exceed the entire population of the borough in 1910. Chester, where John B. Roach built American warships fifty years ago, has tripled in a year its population gain between 1900 and 1910.

Except the great Hog Island plant, to be treated in a later article, that of the New York Shipbuilding Corporation at Camden, employing 11,500 men, is the largest in the Philadelphia district. When work under way is completed there will be 29 shipways, most of them able to accommodate at one time two ships of ordinary size. The yard set a new world's record when it launched the collier Tuckahoe in 27 days from the time the keel was laid. Ten days later the vessel was completed, a feat which has not been equalled for a ship of this type. Transportation

has been a problem, with the majority of workers forced to travel long distances to and from the plant. To overcome this difficulty the company is erecting the town of York, a mile from the works, with a connecting trolley line. The community, which will be without saloons, will be made a part of Camden.

Recently both the Gloucester and Wilmington yards of the Pussey & Jones company have been combined under Emergency Fleet management and a standard type of 12,000-ton steel vessels will be built.

Creation in less than a year of a great fabricated steel shipyard, with one vessel launched and three others about ready to take the water, is the feat accomplished by the Merchant Shipbuilding Corporation, whose 12-way plant is situated on the west bank of the Delaware at Bristol. The company and its 13,000 employees have pledged themselves to deliver sixteen completed 8800-ton cargo carriers by the end of 1918. Contracts call for sixty vessels of 628,000 aggregate tonnage. A model town covering 175 acres, built simultaneously with the yards, has eliminated housing difficulties.

At Chester, where the Sun Shipbuilding company's 9000 workers have completed four cargo ships and launched two others, a \$6,000,000 model community is being built. Another housing project is that of the Traylor Shipbuilding Corporation at Cornwells, where nearly 100 homes, in addition to barracks, are being

DIVIDEND NOTICE

To the Stockholders of the West End Consolidated Mining Company:

Notice is hereby given that at a meeting of the board of directors of the above corporation, held at the office of said corporation, Syndicate Building, Oakland, Alameda county, California, on the 16th day of September, 1918, a dividend of ten cents per share upon the issued capital stock of the corporation was declared from the net earnings of the corporation. Said dividend will be paid on the sixteenth day of October, 1918, to all stockholders of record on the books of the corporation at 5 o'clock on the 30th day of September; books will reopen for transfer on the first day of October, 1918, at the hour of 9 o'clock a. m.

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adv21110

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